



Omni Medical Systems, Inc

An Omni Measurement System Inc. Company

Advanced Mission Extender Device (AMXD®)

Over 2,200 AMXD® systems have been fielded by the Air Force, Navy and Army.

The **AMXD®** is a non-invasive, fully automatic, hands-free, bladder relief system designed by Omni for the US Military, specifically as a force multiplier to enhance the performance of aircrew in military aircraft, maximizing mission success.

- At least nine "Class A" mishaps have resulted in loss of life and aircraft that were directly attributed to male pilots using the piddle pack.
- Strategic or Tactical Dehydration prior to long missions significantly degrades aircrew performance capabilities and results in both safety and health issues.
- Urinary Retention can cause extreme distracting pain, reducing attention span, and ability to make decisions to the same degree as with alcohol intoxication or 24 hrs of sleep deprivation.

The AMXD® provides aircrew with a solution to remain fully hydrated and 100% ready to accomplish mission objectives at all times without warning.

The US Air Force certified the AMXD® Safe to Fly in 2006.

Since 2006 the Air Force has purchased and fielded over 1,000 systems and over 60,000 consumables for both Male and Female Aircrew, many of whom are currently deployed.

PMA 202 certified the AMXD® Safe to Fly in 2008.

Since 2008 the Navy has purchased and fielded over 940 systems and over 50,000 consumables for both Male and Female Aircrew, many of whom are currently deployed.

The Air Force and the Navy purchased these systems with O&M funds on Omni's GSA Contract No. V797P-4055B.

See the attached NAVAIR recommended "QUANTITIES OF PART NUMBERS PER KIT" for Female and Male Aircrew Kits.

To watch a short video on the benefits and importance of the AMXD® go to www.OmniAMXD.com and click on the "Safe Sanitary Easy" video link.

To download detailed product ordering information, and presentation documentation click on "Product Info" link and select the information.



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VA Contract Number: V797P-4055B

General Service Administration (GSA) www.GSAAdvantage.gov

Advanced Mission Extender Device (AMXD®) Products

The AMXD® is a non-invasive bladder relief device, Certified Safe To Fly on all US military aircraft.

The SCU-10 Control Unit weighs only 4 oz and is re-usable. It requires disposable supplies to operate. These disposable supplies are the System Collection Unit (Female Pad or Male Cup) and the Collection Chamber, which can be cleaned and reused for 15 to 30 days.

The AMXD® (Advanced Mission Extender Device) is marketed under registered trademark name AMXD® and AMXDmax®

MFG PART	PRODUCT NAME	PRODUCT DESCRIPTION	GSA PRICE	DOD PRICE
CSK	CONTROL STARTER KIT	Control Starter Kit Contains: Control Unit, 2-Rechargeable Battery Packs, Charger, Power Adaptor, 4-Collection Chambers (bags), 3- Collection Units (Cups or Pads), 2-Undergarments and Users Manual. (When ordering this item Specify Male or Female and Size 1 or 2)	\$4,963.36	\$ 3,970.00
SCU-10	CONTROL UNIT	Battery Powered Control Unit providing sensor activated liquid pumping capabilities and a status display and user interface. (Specify Male or Female when ordering this item)	\$ 4,002.80	\$ 2,980.00
SCU ABP-VA	**SYSTEM COLLECTION UNIT (Female Pad)	The System Collection Unit (Female Pad) is worn discretely under aircrew's flight suit and hooks up to the Female Control Unit. (The System Collection Unit Female Pad is reusable for up to 15 days)	\$ 251.25	\$ 238.00
SCU-RBP-VA	**SYSTEM COLLECTION UNIT (Male Cup)	The System Collection Unit (Male Cup) is worn discretely under aircrew's flight suit and hooks up to the Male Control Unit. (The System Collection Unit Male Cup is reusable for up to 30 day)	\$ 212.00	\$ 186.00
CCU-10	**COLLECTION CHAMBER UNIT (Drainable Bag)	The Collection Chamber Unit (Drainable Bag) hooks up to the Control Unit during normal operation. Capacity 1200 ml. (The Collection Chamber Unit is reusable for up to 30 days)	\$ 141.05	\$ 94.00
MG-1, MG-2	MALE UNDERGARMENT SIZE 1, SIZE 2	Male Undergarment (Boxer) is made out of 100% Cotton. They are used to properly locate the Male Cup on the body. (The undergarment is required by DOD STF and reusable)	\$ 75.18	\$ 71.40
FG-1, FG-2	FEMALE UNDERGARMENT SIZE 1, SIZE 2	Female Undergarment (Brief) is made out of 100% Cotton. They are used to properly locate the Female Pad on the body. (The undergarments is required by DOD STF and reusable)	\$ 17.85	\$ 16.95

** Note: Disposable supplies are available in 10 packs and receive a 5% discount off the DOD quantity pricing above.

Contractor: Omni Measurement Systems, Inc. **CAGE CODE:** 1UW92

Sales contact: MHarvie@OmniMedicalSys.com

TO ORDER: Fax: 802-891-5569 or email to: LBello@OmniMedicalSys.com

The Department of Veterans Affairs (VA) National Acquisition Center negotiates, awards, and administers Federal Supply Schedule (FSS) contracts for various healthcare-related products and services. All VA managed FSS contract holders use the General Service Administration (GSA) Advantage website to advertise their approved products and services.

00019-09-F-0006

P00001

QUANTITIES OF PART NUMBER PER KIT					
PART NUMBER	PRODUCT NAME	KIT 1 (Female - 1)	KIT 2 (Female - 2)	KIT 3 (Male - 1)	KIT 4 (Male - 2)
CSK	Starter Kit	1	1	1	1
SCU-ABP-VA	Female Pad	22	22		
SCU-RBP-VA	Mark Cup			15	15
CCU-10	Collection Bag	50	50	30	30
MG-1	Male Boxer Size 1			2	
MG-2	Male Boxer Size 2				2
FG-1	Female Brief Size 1	2			
FG-2	Female Brief Size 2		2		



CSK, Control System Kit Overview

CSK, Male AMXD System



SCU-10, System Control Unit
(sensor activated)

CCU-10 Collection Chamber Unit
(drainable Bag)

SCU-RBP-VA, Male Cup w/ sensor

SCU-ABP-VA, Female Pad w/ sensor

MG-1,2 Male Boxer or FG1,2 Female Brief

CSK, Female AMXD System



AMXD System Features:

- The Male Cup and Female Pad are worn discretely under the flight suit. The MG-1,2 Male Boxer or the FG-1,2 Female Brief hold the Cup or Pad securely in place.
- The Bag and Control Unit can be placed in a convenient location in any orientation.
- After aircrew is buckled the system is connected and ready for fully automated use at any time for duration of a mission.

The Cup or Pad can be put on with flight gear, or it may be slipped into place without undressing just prior to or after going to the flight line.



DEPARTMENT OF THE AIR FORCE
77th AERONAUTICAL SYSTEMS GROUP (AFMC)
BROOKS CITY-BASE TEXAS

NOV 17 2006

MEMORANDUM FOR SEE DISTRIBUTION

FROM: 77 AESG/CC
7980 Lindbergh Landing
Brooks City-Base TX 78235-5119

SUBJECT: Final Safe-to-Fly (STF) Certification for the Aircrew Mission Extender Device (AMXD)

1. The AMXD system is certified STF on all USAF aircraft. The AMXD part numbers are listed in attachment 1.
2. This certification is contingent upon proper maintenance/cleaning of the AMXD system in accordance with the vendor's manual. Users shall care, clean, inspect, and test the AMXD IAW the User Maintenance Manual. The vendor maintenance and users manuals are provided as part of the AMXD control unit kit. The system will only be used, IAW the manual, in non-critical phases of flight.
3. By pursuing use of the AMXD, your organization understands and accepts the risks as described herein. The using activity shall assume Operational Safety, Suitability, and Effectiveness (OSS&E) as directed by AFI 63-1201, section 2.9 and in accordance with AFI 91-202, The US Air Force Mishap Prevention Program for this item.
4. This STF letter only extends to the part numbers identified in Attachment 1. Configuration management of this item and the maintenance manual reside with the vendor. Future improvements, deficiencies, or any/all corrective actions by the using activity must be addressed to the vendor, by the using activity. Procurement and/or services for maintenance of this item will also be the responsibility of the using activity and the vendor. The 77 AESG has no sustainment or logistical responsibility regarding this item.
5. A risk assessment identified four low risks. The mitigation strategies for each are in attachment 2.
6. If you have any questions, please contact my POC Mr. Gary Blackwelder, DSN240-2320, gary.blackwelder@brooks.af.mil.

MARK J. DONAHUE, Colonel, USAF
Commander

- 2 Attachments:
1. AMXD Part Numbers
 2. Risk Assessment

FOR OFFICIAL USE ONLY

AMXD Contract History

The AMXD is fielded under contract with the US Air Force, US Army, US Navy, Air National Guard and Army National Guard and 5 other NATO countries.

CONTRACT	CUSTOMER	DATE	DESCRIPTION
F33615-02-M-6048	USAF	5/21/2002	R&D Initial concept
F33615-03-C-6335	USAF	5/5/2003	R&D AMXD Version 1
FA8902-07-C-1001	QINETIQ (RAF)	1/31/2006	Production
	USAF RTOC	12/14/2006	R&D AMXD Version 2
FA8902-07-C-1004	NETHERLANDS	2006-2007	Production
	USAF	1/30/2007	Production
FA8902-07-C-1004	US ARMY	10/11/2007	R&D Chem bio Version
W91A2K72059030	BRITISH RAF	2/28/2008	Production
FA8902-08-C-1007	AIR GUARD	8/11/2008	Production
FA8902-08-C-1002	USAF RTOC	9/26/2008	STF Testing
FA8902-08-C-1005	US NAVY	3/17/2008	Production
FA5606-09-F-A015	BELGIUM RAF	2008-2009	Production
	USAF GERMANY	3/30/2009	Production
N00019-09-F-0006	US NAVY	4/30/2009	Production
FA8902-08-C-1002	USAF RTOC	7/24/2009	RTOC Production Version 2
W806YH91592001	US ARMY	9/23/2009	R&D Wounded soldier Version
N00019-09-F-0015	DENMARK RAF	1/21/2010	Production
	US NAVY	8/27/2010	Production
V797P-4055b GSA	VA	10/14/2010	Production
V797P-4055b GSA	US NAVY	5/16/2011	Production
V797P-4055b GSA	USAF	9/20/2011	Production
1285947994 NPI	US ARMY	9/27/2011	Production
V797P-4055b GSA	USAF	12/22/2011	Production /Deploy



U.S. AIR FORCE



Luftwaffe

Pilot Tactical Dehydration – An Operational Risk Comparable to Intoxication?

- (1) The practice of “tactical dehydration” – pilots avoiding the consumption of liquids for hours before missions – is widespread in military aviation. Thirst may be the only *apparent* symptom at 2% dehydrationⁱ; even though, 2-3% is sufficient to introduce significant risk to the health and safety of military aviators, of potential mission failure and aircraft loss.
- (2) The practice of tactical dehydration affects both men and women, but particularly impacts female aviators.ⁱⁱ Male aviators have the difficult option of relieving themselves into a plastic bag called a “piddle-pack” that is sealed for disposal post-mission. Piddle packs are used by males only as a matter of necessity. *Both males and females practice tactical dehydration as a result.*
- (3) Recognizing this deficiency, in 1997 the USAF developed a detailed requirement – CAF (USN) 003-94-ⁱⁱⁱ – for a better safe-for-flight solution for females, a device for males was to be included if possible. Some nine years later, in 2006, the solution (the Advanced Mission Extender Device or AMXD), for both female and male aviators, was approved safe-for-flight and is now in Army, Navy and Air Force inventories and available on the GSA Schedule^{iv}.
- (4) In spite of rave reviews by both female and male aviators who tested it, the AMXD is rarely used today because funding for the AMXD program was cut in the last budgetary review. The supply system *may* have solved the problem, but the Military Service safety and training organizations have not. [This fact is validated by interviews with senior flight surgeons^v, physiologists, safety officers, and aviators.]
- (5) DoD fully appreciates the value of hydrating its soldiers, sailors, airmen and Marines. If tactical dehydration were not a long-standing aviation tradition, the current situation would not be tolerated – male pilots use piddle-packs at their peril, while females wear adult diapers as an insurance policy. Ongoing Army field evaluations of a new combat uniform that allows females to urinate without disrobing reflects DoD willingness to optimize equipment and overall concern.^{vi}
- (6) Piddle packs can be unsanitary at best, and deadly at worst – use requires pilots to release or loosen their harness; and attention is diverted from flying the aircraft.^{vii} At least nine “Class A” mishaps, with several deaths resulting, were in part caused by pilots attempting to use piddle packs. [According to word-of-mouth^{viii} and press reports^{ix} under FOIA, A-10’s and an F-16’s were lost^x.]
- (7) It is commonly known that tactical dehydration contributes to health-related problems: kidney stones, urinary tract infections (UTI), heat stress, etc. [Numerous anecdotes and press reports.]
- (8) In addition to health issues, and aircraft mishaps, tactical dehydration is a serious safety hazard because of physiological effects. Studies have found that dehydration of 3-4% can impair physical performance. However, cognition, critically important for pilots, may suffer at less than 3% dehydration – a Joint Staff (J-39) “Review of Effects of Heat Stress and Potential Correlation on Mishaps in the CENTCOM Theater of Operations”^{xi} cited research findings that “visual motor tracking, short-term memory, attention, and arithmetic efficiency were all impaired at 2% dehydration [while] 4% dehydration effects a 23% increase in response time (in comparison, a .08 Blood Alcohol Content level [legally “impaired” in all 50 states] yields a 17% increase). This argues that the operational risks of tactical dehydration may be greater than those of intoxication.
- (9) Current Air Force, Navy and Army safety guidance is simply not adequate. Practice is not following policy. Aviators are *only* encouraged to stay hydrated, citing *potential* performance impacts, such as reduced G-tolerance. This weak guidance to military aviators is simply not being taken seriously. [See Air Force pamphlet 11-419^{xii}, p 8, and Navy ‘General NATOPS Manual’^{xiii}, p 8-22.]
- (10) Military Service leadership, including those directly responsible for flight safety, knows about the widespread practice of tactical dehydration. Flight surgeons and safety officers acknowledge it as a perennial issue, but no one is addressing the problem. This is a disservice, most especially to female aviators, but to all those flying missions in Iraq and Afghanistan [NBC Nightly News – CW2 Cloci^{xiv} and transcript]. ..Regardless, deployed or not, this safety issue needs to be addressed by leadership. Tactical dehydration is not necessary and should not be viewed as acceptable practice.

Pilot Tactical Dehydration – An Operational Risk Comparable to Intoxication?

ⁱ "I Need a Drink," Aviation Safety Vortex 3/2002, Transport Canada – Aviation Safety. At

<http://www.tc.gc.ca/eng/civilaviation/publications/tp202-3-02-v023-3329.html>. Note quote: "United States Army experiments on helicopter pilots clearly indicate that self-reporting is notoriously inaccurate, even at relatively early stages of dehydration. Aircrew who felt no adverse effects had clear, objective difficulty with cognitive tests."

ⁱⁱ Webster, N., "To pee, or not to pee...Female aviators face a dilemma," Approach – The Navy & Marine Corps Aviation Safety Magazine, March 2003

ⁱⁱⁱ FINAL Operational Requirements Document (ORD) for a Female Aircrew Member Bladder Relief Capability. USAF 10 Feb 1997.

"Capabilities Required: The Air Force requires an expendable (not to exceed \$30.00 each (Threshold) – desired cost less than \$10.00 (Objective)) system/device to facilitate female aircrew member bladder relief during extended/long duration flight operations in single or dual seat fighter and reconnaissance aircraft. The system will be available on all flights by female aviators where the time in the ejection seat or the time since last voiding will exceed the nominal comfort level for urine relief (normally 4 hours). Though compatibility for use by male aircrew members is not required for acquisition, some designs may be appropriate for testing by male aviators. If a solution has potential for use by males, it should be tested by them." [NOT ONLINE]

^{iv} Aircrew Mission Extender Device (AMXD), Solicitation Number: N00019-09-P1-AS033. Description: "... the urine collection device that provides a means of collecting urine in flight without requiring an aviator to remove their restraint system and or other protective aircrew life support equipment.

^v Dr. Nicholas Davenport, CAPT USN, Command Flight Surgeon, Navy Safety Center, Aeromedical Division Code 14, [PHONE CONVERSATION with M. Griffes, Feb 2011: Tactical dehydration is a perennial problem... no practical solution.]

^{vi} "They're not Guys: New Gear to fit Female Soldiers" <http://www.nj.com/newsflash/index.ssf/story/theyre-not-guys-new-gear-to-fit-female-soldiers/5523a4dd070f42d4a2292301a05a925d>

^{vii} "Piddle Packs" Hawgsmoke 2010, 13-16 Oct 2010, Boise, ID, at Hawgsmoke.com. "...Now you have to consider when you're sitting in the jet, along with a g-suit, you've got hoses, survival gear, oxygen mask, helmet, and a lot of other things to deal with. It's kind of hard to see what's goin' on. Once everything was in place, I began my business. That was when the first complication arose."

^{viii} Fighting Falcon I, 04-21-2001, 06:33 AM. Posted at [Airline Pilot Forums.com](http://AirlinePilotForums.com) "Thru the late 1990's we lost about 7 F-16's to guys using the piddle pack. they would unstrap then run the seat up and the buckle would hit the stick transducer and put in full nose down right roll. the pilot would be thrown up and left and couldn't reach the seat adjust switch. One of my friends ejected unstrapped over Turkey on a ONW mission and survived."

^{ix} Chandler, J. "Air Force Report Concludes F-16 Crashed After Pilot Tried to Relieve Himself," LA Times March 23, 1991. At articles.latimes.com "The pilot of an Air Force F-16 was trying to urinate in a cockpit device when the \$20-million plane went out of control at 28,000 feet and crashed at Palmdale Regional Airport

^x F-16 Aircraft Database, Airframe details for F-16 #88-0461. At <http://www.f-16.net/aircraft-database/F-16/airframe-profile/2698/>. "The pilot ejected safely. This was a so-called piddle pack accident were a buckle/flight control system interaction occurred after a urination break. The pilot unstrapped at 27,000 ft and initiated the ejection at 1,500 ft AGL. The pilot was unbelted on ejection."

^{xi} Rice, A. "Review of Effects of Heat Stress and Potential Correlation on Mishaps in the CENTCOM Theater of Operations" Joint Staff brief, Sep 23, 2009. 703-695-2424 <alfred.rice@js.pentagon.mil> [NOT ONLINE]

^{xii} Harzell, A (ed). "G-Awareness for Aircrew" Air Force Pamphlet 11-419, 1 Dec 1999 (page 8 re dehydration). At <http://www.e-publishing.af.mil/shared/media/epubs/AFPM11-419.pdf>.

^{xiii} "NATOPS General Flight and Operating Instructions," OPNAV INST 3710.7U, Nov 23, 2009. (Dehydration guidance.) 8.3.2.16 "Dehydration" (Page 8-22). At <http://www.public.navy.mil/airfor/hsi44/PublishingImages/3710.7U.pdf>

^{xiv} Maceda, J. "Female Apache Pilot Fights Stereotype on Front Lines," NBC Nightly News for April 21, 2011 (some Web only material as well). At <http://www.msnbc.msn.com/id/3032619/vp/42711081/42711081>

AMXD®-Advanced Mission Extender Device

The AMXD (Advanced Mission Extender Device) is marketed under registered trademark name AMXD® and AMXDmax®

MFG Part: CSK

Product Name: Control Starter Kit

Control Starter Kit Contains:

- Control unit (urinary pump)
- 2-Rechargeable Battery Packs
- Battery Charger
- Power Adapter
- 4-Collection Chambers (bags)
- 3-Collection Units (Cups or Pads)
- 2-Undergarments
- User manual and guide



(When ordering this item Specify Male or Female and Size 1 or 2)

The system control unit is used with the Female Pad or Male Cup, Undergarment and Collection Bag to provide aircrew with in-flight bladder relief.

The AMXD is a non-invasive bladder relief device, certified **Safe To Fly** on US Military Aircraft.

- Automatically senses the presence of moisture and activates the system
- Flow rate 1.5LPM +/- .2LPM
- 8 hours of continuous operation on 1 battery charge
- Operates in any orientation
- Attaches to Collection Bag for fully-automatic use
- Weight : 4 oz (including battery pack) Unit w/air pump for females: 4.5 oz
- Dimensions: 5" x 1.1" x .81" (Unit w/air pump for females: 5" x 1.6" x .81")

Omni Medical Systems, Inc, an Omni Measurement Systems, Inc. company
115 Catamount Drive, Milton, VT 05468 802-891-5500 Sales@OmniAMXD.com

AMXD®-Advanced Mission Extender Device

The AMXD (Advanced Mission Extender Device) is marketed under registered trademark name AMXD® and AMXDmax®

MFG Part: SCU-10

Product Name: Control Unit

Control Unit Kit Contains:

- Control unit (urinary pump)
- 2-Rechargeable Battery Packs
- Battery Charger
- Power Adapter
- User manual and guide



Male Control Unit



Charger

Power Adapter

OR



Female Control Unit



User Manual

(When ordering this item Specify Male or Female)

The system control unit is used with the Female Pad or Male Cup, Undergarment and Collection Bag to provide aircrew with in-flight bladder relief.

The AMXD is a non-invasive bladder relief device, certified **Safe To Fly** on US Military Aircraft.

- Automatically senses the presence of moisture and activates the system
- Flow rate 1.5LPM +/- .2LPM
- 10 hours of continuous operation on 1 battery charge
- Operates in any orientation
- Attaches to Collection Bag for fully-automatic use
- Weight : 4 oz (including battery pack) Unit w/air pump for females: 4.5 oz
- Dimensions: 5" x 1.2" x .9" (Unit w/air pump for females: 5" x 1.7" x .9")

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MFG Part: SCU-ABP-VA

Product Name: System Collection Unit (Female Pad)

Female Pad System Collection Unit

- Urine sensor for automatic operation
- Worn discreetly under flight suit
- Non invasive, inflatable urethane pad
- Soft non-woven fabric cover for comfort
- Shaped to fit like a female sanitary pad
- Pad remains comfortably in place and ready to use for the duration of mission
- Flame retardant Nomex covered hoses



(When ordering this item Specify 12", 18" or 24" hose length.)

The Female Pad is used with the system Control Unit, Undergarment and Collection Bag to provide aircrew with in-flight bladder relief. The Female Pad is inflated prior to use by the system control unit.

The AMXD is a non-invasive bladder relief device, certified **Safe To Fly** on US Military Aircraft.

- Automatically senses the presence of moisture and activates the system
- Flow rate 1.5LPM +/- .2LPM
- Attaches to Collection Bag for fully-automatic use
- Weight : 3.5 oz
- Approximate size similar to Maximum Protection sanitary pad
- Reusable with cleaning

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MFG Part: SCU-RBP-VA

Product Name: System Collection Unit (Male Cup)

Male Cup System Collection Unit

- Urine sensor for automatic operation
- Worn discreetly under flight suit
- Non invasive urethane cup
- Soft foam ring comfortably fits to body
- Fits like a flexible male athletic cup
- Cup stays comfortably in place and ready to use for the duration of mission
- Flame retardant Nomex covered hoses



(When ordering this item Specify 12", 18" or 24" hose length.)

The male cup is used with the system Control Unit , Undergarment and Collection Bag to provide aircrew with in-flight bladder relief.

The AMXD is a non-invasive bladder relief device, certified **Safe To Fly** on US Military Aircraft.

- Automatically senses the presence of moisture and activates the system
- Flow rate 1.5LPM +/- .2LPM
- Attaches to Collection Bag for fully-automatic use
- Weight : 4.8 oz
- Approximate size similar to Athletic Cup
- Reusable with cleaning

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MFG Part: CCU-10

Product Name: Collection Chamber Unit (Drainable Bag)

Drainable Bag Collection Chamber Unit

- Holds 1200mL of fluid
- Made from durable polyurethane
- Control Unit mounting connector
- Liquid tight air filter and connectors
- 500mL over capacity safety factor
- Drain twist valve or sealed bag



Bag shown wrapped around Control Unit

The Collection Chamber Unit is used with the Male Cup or Female Pad, Undergarment and system Control Unit to provide aircrew with in-flight bladder relief.



(When ordering this item Specify reusable (drain valve) or disposable (sealed) bag.)

The AMXD is a non-invasive bladder relief device, certified **Safe To Fly** on US Military Aircraft.

- Automatically collects urine as the Control Unit pumps it away from the Male Cup or Female Pad.
- Flow rate 1.5LPM +/- .2LPM
- Attaches to Collection Bag for fully-automatic use
- Weight : 1.9 oz
- Dimensions: 11.25" x 6.75"

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MFG Part: MG-1, MG-2

Product Name: Male Undergarment (Size 1, Size 2)

Male Undergarment

- Worn discreetly under flight suit
- Holds Male Cup securely in place
- Made from 100% cotton
- Comfortable extended wear
- Washable and reusable
- Available in 2 sizes



Boxer are standard



The jock is available on request.

(When ordering specify Size 1 or Size 2.)

The Male Undergarment (brief) is made of 100% Cotton. They are used to properly locate the Male Cup on the body. **(The undergarment is required by DOD STF .)**

The AMXD is a non-invasive bladder relief device, certified **Safe To Fly** on US Military Aircraft.

Sizing:

- Size 1 (for waist size 32 and below)
- Size 2 (for waist size 34 and above)

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MFG Part: FG-1, FG-2

Product Name: Female Undergarment (Size 1, Size 2)

Female Undergarment

- Worn discreetly under flight suit
- Holds female pad securely
- Made from 100% cotton
- Comfortable extended wear
- Washable and reusable
- Available in 2 sizes



(When ordering this item Specify Size 1 or Size 2)

The Female Undergarment (brief) is made of 100% Cotton. They are used to properly locate the Female Pad on the body. **(The undergarment is required by DOD STF .)**

The AMXD is a non-invasive bladder relief device, certified **Safe To Fly** on US Military Aircraft.

Sizing:

- Size 1 (for sizes 6 and below)
- Size 2 (for sizes 7 and above)

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